Chapter 1 Purpose and Need

1.1 Project Purpose

The proposed project has four purposes. The first is to relieve some of the peak period traffic congestion through the Interstate 880/State Route 92 interchange. Second, the proposed project provides additional storage capacity to meet projected traffic needs. A third purpose is to eliminate some of the causes of merging and weaving accidents within the interchange. Lastly, the proposed project relieves congestion on local arterials and streets that are used as alternate routes when I-880 and Route 92 are congested.

To accomplish the above, Caltrans, the Federal Highway Administration (FHWA), the Bay Area Toll Authority (BATA), and the Alameda County Transportation Improvement Authority (ACTIA) propose the reconstruction of the I-880/Route 92 interchange. This interchange currently has a four quadrant, cloverleaf configuration, which exacerbates peak period traffic congestion on I-880 and Route 92. The proposed project replaces two of the loop connectors—Route 92 eastbound to I-880 northbound, and Route 92 eastbound to I-880 southbound—with direct, flyover connectors. The direct, flyover connectors eliminate three points of conflict where weaving and merging occurs between 1) the movement of vehicles from I-880 southbound to Route 92 eastbound with the movement of vehicles from Route 92 eastbound to I-880 northbound, 2) the movement of vehicles from I-880 northbound to Route 92 westbound with the movement of vehicles from Route 92 westbound to I-880 southbound, and 3) the movement of vehicles from I-880 northbound to Route 92 westbound with the movement of vehicles from Route 92 eastbound to I-880 northbound. The direct, flyover connectors have high occupancy vehicle (HOV) lanes for multi-occupant vehicles to bypass queues of single-occupant vehicles and ramp metering. On I-880 between the Winton Avenue and Tennyson Road interchanges, the proposed project adds auxiliary lanes to provide additional room for vehicles to exit from or merge with mainline traffic. There is another auxiliary lane on Route 92 westbound between I-880 and the Hesperian Boulevard interchange, which provides additional room for vehicles to exit from or merge with mainline traffic on Route 92. Thus, merging and weaving conflicts would be further reduced, which potentially reduces traffic accident rates on ramps and mainline

sections (see Figure 1.1-1).* The reconstructed and reconfigured interchange also accommodates more vehicles–on the direct, flyover connectors (which would be longer than the existing loop connectors), auxiliary lanes, and the Route 92 overcrossing of I-880—than the existing interchange. Improvements implemented at the intersection of Jackson Street and Santa Clara Street, and at the intersection of the Route 92 on- and off-ramps and Hesperian Boulevard would facilitate traffic flow. With the improvement in traffic operations at the I-880/Route 92 interchange, drivers should have less cause to use local arterials and streets as alternate routes to the I-880/Route 92 interchange.

1.2 Project Need

Relieving Traffic Congestion on I-880 and Route 92

The I-880/Route 92 interchange is at the junction of two of the most heavily congested routes in the Bay Area. During peak periods (about 6:00 to 9:00 A.M. and 3:30 to 6:30 P.M.) in 1996 and 1997, traffic volumes were at or near the capacity of the interchange, and portions of the interchange operated between Level of Service - E (LOS - E) and Level of Service - F (LOS - F) conditions (see Table 1.2-1 for freeway sections and for ramp influence areas). (As is explained in Appendix I, at LOS - E and LOS - F conditions, the density of vehicles would be quite high, the spacing between vehicles would be less than six car lengths, room to maneuver around disruptions would be limited, traffic breakdowns would cause a disruption wave upstream, and the physical and psychological comfort of driving would be poor.)

In the morning peak period, there are weaving conflicts on Route 92 westbound between traffic exiting on the I-880 southbound loop connector with traffic trying to enter from the I-880 northbound loop connector, and on Route 92 westbound between traffic trying to enter from the I-880 westbound connector with the mainline traffic exiting at the Hesperian Boulevard interchange. Consequently, traffic queues often form beginning at the I-880 northbound to Route 92 westbound loop connector and extending upstream in the right-most lane(s) on I-880 northbound, and on I-880 southbound beginning at the I-880 southbound to Route 92 westbound, diagonal connector and extending upstream in the right-most lane(s) towards the I-880/Winton Avenue interchange [a distance up to 1.448 km (0.9 miles)]. Table 1.2-1 shows these segments to be operating at LOS - F.

* Figures are located in Chapter 12.

Table 1.2-1 1996 Existing Conditions--Freeway Sections

	Morning Peak Hour				Evening Peak Hour			
	Volume (vph)	**Density** (vplph)	**Speed** (mph)	**LOS**	**Volume** (vph)	**Density** (vplph)	**Speed** (mph)	**LOS**
I-880 Northbound								
North of Tennyson	6064	> limits	43.4	F	5985	> limits	27.3	F
South of Winton	7064	> limits	51.7	F	6628	> limits	48.0	E
I-880 Southbound								
South of Winton	6434	> limits	48.8	F	6821	> limits	48.2	F
North of Tennyson	5520	38	53.3	E	5544	38	38.4	E
Route 92 Eastbound								
Toll Bridge to Clawiter	3500	37	50.6	E	4002	47	22.4	F
Clawiter to Industrial	3198	33	49.5	E	4573	> limits	32.3	F
Industrial to Hesperian	3038	31	56.9	D	4385	> limits	34.3	F
Hesperian to I-880	3719	41	50.1	E	4950	> limits	18.0	F
I-880 to Santa Clara	1841	19	19.6	C	4057	> limits	12.5	F
Route 92 Westbound								
Santa Clara to I-880	3321	35	33.8	E	2144	22	32.1	C
I-880 to Hesperian	4746	> limits	41.3	F	3783	42	47.3	E
Hesperian to Industrial	3886	44	33.3	F	2923	30	55.0	D
Industrial to Clawiter	4370	> limits	33.9	F	3044	32	53.6	D
Clawiter to Toll Bridge	3401	36	24.2	E	2641	27	55.9	D

Table 1.2-1 1996 Existing Conditions--Freeway Sections (continued)

1996 Existing Conditions—Ramp Influence Areas

	Morning Peak Hour				Evening Peak Hour			
	Volume (vph)	**Density** (vplph)	**Speed** (mph)	**LOS**	**Volume** (vph)	**Density** (vplph)	**Speed** (mph)	**LOS**
I-880 Northbound								
Before Route 92 off-ramp	6064	40	43.4	E	5985	40	27.3	E
After Route 92 on-ramp	7064	50	51.7	F	6628	46	48.0	F
I-880 Southbound								
Before Route 92 off-ramp	6434	43	48.8	E	6821	47	48.2	F
After Route 92 on-ramp	5520	38	53.3	E	5544	36	38.4	E
Route 92 Eastbound								
Before Clawiter off-ramp	3500	36	50.6	E	4002	41	22.4	E
After Clawiter on-ramp	3198	33	49.5	D	4573	45	32.3	F
Before Industrial off-ramp	3198	33	49.5	D	4573	47	32.3	F
After Industrial on-ramp	3038	31	56.6	D	4385	43	34.3	E
Before Hesperian off-ramp	3038	32	56.6	D	4385	45	34.3	F
After Hesperian on-ramp	3719	36	50.1	E	4950	47	18.0	F
Before I-880 SB off-ramp	3719	38	50.1	E	4950	50	18.0	F
After I-880 SB loop on-ramp	3205	33	-	D	5082	50	-	F
Before I-880 NB loop off-ramp	3205	33	-	D	5082	52	-	F
After I-880 NB on-ramp	1841	20	19.6	C	4057	40	12.5	E

Table 1.2-1 1996 Existing Conditions--Freeway Sections (continued)

1996 Existing Conditions—Ramp Influence Areas (Continued)

	Morning Peak Hour				Evening Peak Hour			
	Volume (vph)	Density (vplph)	Speed (mph)	LOS	Volume (vph)	Density (vplph)	Speed (mph)	LOS
Route 92 Westbound								
Before I-880 NB off-ramp	3321	35	33.8	D	2144	35	32.1	D
After I-880 NB loop on-ramp	3509	35	-	E	2412	25	-	C
Before I-880 SB loop off-ramp	3509	37	-	E	2412	26	-	C
After I-880 SB on-ramp	4746	45	41.3	F	3783	37	47.3	E
Before Hesperian off-ramp	4746	48	41.3	F	3783	39	47.3	E
After Hesperian on-ramp	3886	38	33.3	E	2923	30	55.0	D
Before Clawiter off-ramp	3886	40	33.3	E	2923	31	55.0	D
After Clawiter on-ramp	4370	43	33.9	E	3044	31	53.6	D
Before Clawiter off-ramp	4370	45	33.9	F	3044	32	53.6	D
After Clawiter on-ramp	3401	40	24.2	E	2641	31	55.9	D

Abbreviations: vph = vehicles per hour
vplpm = vehicles per lane per mile
mph = miles per hour

Source:
Parsons Transportation Group Inc. for the Alameda County Transportation Authority and Caltrans, Interstate I-880/State Route 92 Interchange Operations Analysis, Tables 3 and 4, by Barton Aschman Associates, August 2001.

In the evening peak period, there are weaving conflicts: on Route 92 eastbound between traffic entering from the I-880 southbound loop connector with traffic exiting on the I-880 northbound loop connector; on I-880 northbound collector-distributor between the traffic emerging from the Route 92 eastbound loop connector with traffic from on I-880 northbound to Route 92 westbound; and on Route 92 eastbound between traffic trying entering from the Hesperian Boulevard on-ramp and merging with the mainline traffic on Route 92 eastbound. Traffic queues often extend upstream from the Route 92 eastbound to I-880 northbound loop connector and interfere with traffic entering Route 92 eastbound from the I-880 southbound to Route 92 eastbound loop connector as well as from the Hesperian Boulevard on-ramp [a distance up to 1.602 km (0.66 mile)]. Again, Table 1.2-1 shows these segments to be operating at LOS - F.

Providing Additional Roadway Capacity

The completion of nearby projects on I-880 and Route 92, such as the widening of Route 92 from the San Mateo-Hayward Bridge to the Industrial Boulevard interchange and the widening of I-238 from I-880 to I-580, would relieve upstream and downstream bottlenecks thereby allowing traffic to flow more quickly to or from the I-880/Route 92 interchange. Other projects, such as the Route 238 Project replacing the Hayward Bypass, potentially divert more traffic off I-880, which again enables traffic to reach the I-880/Route 92 interchange more quickly. Consequently, during the morning peak hour, the traffic demand volume on I-880 southbound (mixed flow and HOV lanes) is projected to increase by 19 percent by the Year 2025 compared to 1996 (see Table 1.2-2). The traffic demand volume on I-880 northbound (mixed flow and HOV lanes) in the evening peak hour is projected to increase by 15 percent. On Route 92 eastbound in the evening peak hour, the traffic demand volume is projected to increase by 34 percent. The traffic demand volume on Route 92 westbound in the morning peak hour is projected to increase by 33 percent.

Table 1.2-2 Peak Hour Traffic Volumes at the I-880/Route 92 Interchange

Segment	1996		2025		% change	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
I-880 NB (mixed flow)	7064	6628	6657	7328	-6	11
I-880 NB (HOV)	1246	1170	1111	1665	-11	42
I-880 NB (total)	8310	7798	7768	8993	-7	15
I-880 SB (mixed flow)	6434	6821	7289	6499	13	-5
I-880 SB (HOV)	1136	1204	1723	1205	52	0
I-880 SB (total)	7570	8025	9012	7704	19	-4
Route 92 EB	3719	4950	3450	6626	-7	34
Route 92 WB	4746	3783	6313	4439	33	17
I-880 SB to Route 92 WB	1973	2013	2353	2328	19	16
Route 92 EB to I-880 NB	1890	1812	1974	2085	4	15

Notes:
- Year 2025 traffic volumes are for a no build alternative scenario.
- Year 2025 traffic volumes represent traffic demand at the interchange and are unconstrained by lane capacity, ramp metering, and other facility conditions.
- The traffic volumes for I-880 are for the segment south of the West Winton Avenue interchange; the traffic volumes for Route 92 are for the segment east of the Hesperian Boulevard interchange.
- Decreases in Year 2025 volumes may be attributable to completion of other projects and the lengthening of the peak periods.

Source: Barton-Aschman, 880/92 Interchange Traffic Forecasts Report (February 2000), No Build Conditions.

Improving Traffic Safety

An inherent drawback of the current cloverleaf configuration of the I-880/Route 92 interchange is a weaving conflict as traffic from the loop connectors merges together over a short distance. When traffic volumes are near capacity and traffic flow is characterized by slow-and-stop conditions, there is a positive correlation between merging and weaving conflicts and the number of accidents. Accident data (see Table 1.2-3) for the three year period ending December 31, 2000 show that two of the I-880/Route 92 interchange connectors have accident rates much greater than the average rates for ramps and connectors:

- 302% for I-880 northbound to Route 92/Jackson Street eastbound
- 155% for Route 92 eastbound to I-880 southbound

On Route 92 eastbound, within the project limits, the accident rate for the same period is 198% greater than the average for mainline facilities. And on I-880 southbound, also within the project limits, the accident rate is 79% more than the average rates for mainline facilities.

Relieving Traffic Congestion on Local Arterials and Streets

As traffic flow on I-880 and Route 92 begins to break down during peak periods, drivers begin to use alternate routes, thereby causing congestion on local arterials and streets. The traffic operations analysis studied six arterial intersections near the I-880/Route 92 interchange under peak hour conditions: Jackson Street/Santa Clara Street; Hesperian Boulevard/Route 92 eastbound off-ramp; Hesperian Boulevard/Route 92 westbound off-ramp; Winton Avenue/Santa Clara Street; Winton Avenue/Hesperian Boulevard; and Hesperian Boulevard/Tennyson Road. Based on Year 1996 to 1997 traffic data, the traffic operations analysis found that the six intersections were operating at acceptable levels of service, LOS - D or better. (Based on Year 2001 evening peak period traffic counts, the City of Hayward found the Jackson Street/Santa Clara Street intersection to be LOS - F and the Winton Avenue/Hesperian Boulevard intersection to be LOS - E. See the end of Appendix J.)

Table 1.2-3 Summary of Accidents for I-880/Route 92 Interchange

(Three Year Period Ending 31 December 2000)

Movement	Number of Accidents	Actual Rate* Total: Fatal; Injury & PDO	Average Rate* Total: Fatal; Injury & PDO	Percent Higher or Lower Than Average
I-880 (within project limits)				
I-880 NB	292	1.22	1.12	9
I-880 SB	481	2.00	1.12	79
Route 92 (within project limits)				
Route 92 EB	390	3.97	1.33	198
Route 92 WB	122	1.24	1.33	-7
Interchange Connectors & Ramps				
NB off to Route 92	3	0.11	0.25	-56
Segment NB off to EB Jackson St.	21	1.81	0.40	302
Segment NB off to WB Route 92	7	0.48	0.90	-47
SB on from Route 92	9	0.37	0.25	-48
Segment SB on from EB Route 92	13	1.02	0.40	155
Segment SB on from WB Route 92	7	0.63	0.75	-16
NB on from Route 92	4	0.10	0.25	-60
Segment NB on from WB Jackson	3	0.32	0.40	-20
Segment on from EB Route 92	11	0.37	0.75	-51
SB off to EB Route 92	7	0.75	0.90	-17
Segment SB off to EB Jackson	7	0.75	0.90	-17
Segment SB off to WB Route 92	23	0.70	0.45	56

Accident Rate: Mainline Highway = Accidents/million vehicle miles traveled
Ramps or Connectors = Accidents/million miles traversing the ramps or connectors
PDO = property damage only

Table 1.2-3 Summary of Accidents for I-880/Route 92 Interchange (continued)

Summary of Accidents for Route 92/Hesperian Boulevard Interchange
(Three Year Period Ending 31 December 2000)

Movement	Number of Accidents	Actual Rate* Total: Fatal; Injury & PDO	Average Rate* Total: Fatal; Injury & PDO	Percent Higher or Lower Than Average
Route 92 (in vicinity of Hesperian Blvd)				
EB Route 92	62	2.28	1.24	84
WB Route 92	29	1.07	1.24	-14
Interchange Ramps				
EB off to Hesperian	3	0.93	1.50	38
EB on from Hesperian	8	0.59	0.80	-26
WB off to Hesperian	1	0.08	0.25	-68
Segment WB off to NB Hesperian	1	0.12	0.90	-87
Segment WB off to SB Hesperian	5	1.00	1.25	-20
WB on from Hesperian	4	0.94	0.80	18

Accident Rate: Mainline Highway = Accidents/million vehicle miles traveled
Ramps or Connectors = Accidents/million miles traversing the ramps or connectors
PDO = property damage only

Source: California Department of Transportation, District 4, Update of Addendum 3 Safety Analysis for the Route 92/I-880 Interchange Project, by Saif Mamoom, September 2001.

Under a no build scenario in 2025, the traffic operations analysis found that during the morning peak hour:

- Hesperian Boulevard/West Tennyson Road and West Winton Avenue/Hesperian Boulevard intersections would deteriorate from LOS - C or LOS - D to LOS - E
- Jackson Street/Santa Clara Street and West Winton Avenue/Santa Clara Street intersections would deteriorate from LOS -C to LOS - F

During the evening peak hour:

- Jackson Street/Santa Clara Street, West Winton Avenue/Santa Clara Street, Hesperian Boulevard/West Tennyson Road intersections would deteriorate from LOS ranging from B to D to LOS - F
- Hesperian Boulevard/Route 92 eastbound off-ramp intersection would deteriorate from LOS-B to LOS - E

Only the Hesperian Boulevard/Route 92 westbound off-ramp intersection would continue to operate at LOS - C or better during the morning and evening peak hours.

1.3 Project Background

The Interstate 880/State Route 92 interchange is in the city of Hayward, Alameda County (Figure 1.3-1). The limits for the proposed project (Figure 1.3-2) to improve this existing interchange (Figure 1.3-3) are the I-880/West Winton Avenue Interchange [Kilometer-Post (KP) 25.1] to the north, the I-880/West Tennyson Road interchange (KP 28.3) to the south, the Mt. Eden Overhead (a railroad overpass) west of the Route 92/Industrial Boulevard interchange (KP 7.8) to the west, and the terminus of Route 92 as a freeway at the intersection of Jackson and Santa Clara Streets (KP 10.9) to the east.

A project to improve this interchange was initiated after the interchange was included in a list of projects to be constructed from toll bridge revenues from Regional Measure 1, which was approved by Bay Area voters in November 1988. Measure B, passed two years earlier in 1986 by Alameda County voters, also earmarked some funds for an I-880/Route 92 interchange project.

Caltrans formed a Project Development Team—which included the FHWA, the BATA, the Alameda County Transportation Authority (ACTA), the City of Hayward, and other agencies—and began preliminary engineering and

environmental studies for the proposed project in August 1990. Agencies, organizations, and the public attended three scoping meetings/open houses for the proposed project on May 23, 1991, November 25, 1991, and July 23, 1991, to identify environmental issues, alternatives, and mitigation measures to be addressed in the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/R). There were additional meetings with organizations and interested individuals.

In September 1991, the Hayward City Council appointed a Citizens Advisory Committee (CAC) for the proposed project. The purpose of the CAC was to provide official input on the proposed project that was representative of the citizens of Hayward. From the beginning, the CAC, which was composed primarily of residents from the neighborhoods surrounding the interchange, expressed their concerns about potential right-of-way acquisition, visual impacts, and high retaining/sound walls. Along with City of Hayward staff (Public Works, Transportation Development, Planning), they suggested the study of a number of alternatives and design concepts.

Caltrans eventually advanced two build alternatives that were operationally feasible, met design standards, and did not exceed the amount of funding programmed for the project. Caltrans circulated the DEIS/R for Alternatives 2C and 2D, and a No Build Alternative in May 1997 and held a public hearing on June 27, 1997. The public, the CAC, and the City of Hayward strongly opposed Alternatives 2C and 2D because of: residential and business displacements; visual impacts of the Route 92 overcrossings of I-880, the direct flyover connectors, and retaining walls/sound walls; construction and ambient traffic noise impacts; and access limitations that would affect Southgate Mall. The U.S. Environmental Protection Agency (U.S. EPA) expressed concern that the cumulative effects of this project and the neighboring Route 92/San Mateo-Hayward Bridge East Approach and Trestle Widening Project on the area's air, water, noise, and traffic were insufficiently addressed in the DEIS/R.

Subsequently, the Congestion Management Agency (CMA) for the County of Alameda made available a consultant to modify a previously rejected Alternative 2H (one of the concepts initiated and supported by the CAC and the City of Hayward) so that it has less pronounced environmental impacts, is operationally feasible, and meets the purpose and need for the project. This modified build alternative eventually became Alternative H. Regarding cumulative effects, Caltrans, the

FHWA, the U.S. Coast Guard, and the U.S. EPA met and agreed on an approach that addressed the concerns of the U.S. EPA and allowed the San Mateo-Hayward Bridge East Approach and Trestle Widening Project to proceed separately from and in advance of the I-880/Route 92 interchange project.

Between 1997 and 2002, Caltrans continued to refine Alternative H. On June 24, 2002, Caltrans released a Supplement to the DEIS/R that focused on details and environmental impacts of Alternative H. The Public Hearing for the Supplement to the DEIS/R was on July 24, 2002. The comment period for the document and the project closed on August 30, 2002.

Following a review and consideration of all comments received on the DEIS/R and the Supplement to the DEIS/R, Caltrans and the City of Hayward concluded that remaining concerns about Alternative H could be resolved and mitigated. On December 4, 2002, the I-880/Route 92 Interchange Project Development Team reached a consensus to identify Alternative H as the Preferred Alternative.

Upon approval of this Final EIS/R, the filing of a Notice of Determination (per the California Environmental Quality Act), and the issuance of a Record of Decision (per the National Environmental Policy Act) the proposed project would proceed to the completion of design and the construction contract documents, and the acquisition of right-of-way. Construction is expected to begin in mid-2005 and be completed in mid-2009.

1.3.1 Related Transportation Projects

In studying the I-880/Route 92 interchange project, several other nearby, past, present and proposed transportation and non-transportation projects in the San Leandro-Hayward-Union City area were considered, including the following:

1. Route 92/San Mateo-Hayward Bridge

These projects are west of the I-880/Route 92 interchange and have already been completed. One project retrofitted the San Mateo-Hayward Bridge to current seismic standards. The other project widened the eastern approach, beginning near Calaroga Avenue, and trestle to six lanes.

2. I-880 Projects

There are several Caltrans I-880 projects north and south of the I-880/Route 92 interchange to relieve congestion, accommodate future traffic volumes, and maintain the roadway. These include widening portions from Santa Clara County to San Leandro by two additional lanes for high occupancy vehicles (HOV) and reconstructing interchanges and overcrossings. Those projects in which construction has already been completed include:

- widening of I-880 from four to six lanes between Montague Expressway and Mission Boulevard
- widening I-880 from six to eight lanes between Alvarado-Niles Road in Union City and Davis Street in San Leandro
- reconstruction of the I-880/Decoto Road interchange
- reconstruction of the I-880/ Fremont Boulevard and the I-880/Automall (Durham Road) interchanges
- reconstruction of the I-880/ Mowry Avenue interchange
- reconstruction of the Central Avenue Overcrossing
- widening the Paseo Padre Overcrossing
- reconstruction of the I-880/Stevenson Boulevard interchange
- reconstruction of the I-880/Thornton Avenue interchange
- reconstruction of the I-880/Alvarado-Fremont interchange
- reconstruction of the I-880/Alvarado-Niles interchange
- widening of I-880 from six to eight lanes between Decoto Road and Alvarado-Niles Road

The project currently under construction is:

- widening I-880 from six to eight lanes between State Route 237 and Mission Boulevard

Projects in the design phase include:

- reconstruction of the I-880/Route 262/Mission Boulevard interchange and restriping I-880 for HOV lanes to the Dixon Landing interchange
- surface overlay of I-880 from Oakland to the Santa Clara County line

3. Route 238 Bypass Project

The Caltrans Route 238 Bypass Project, to the north and east of the I-880/Route 92 interchange, would provide a new four-lane facility to bypass downtown Hayward and a commercial strip area on Mission Boulevard. Stage 1 of this project (from I-580 to Harder) was included in the 1998 Regional Transportation Plan (RTP). The Final EIS/R was signed by the FHWA on June 6, 2000. Alameda County Measure B funding for the project was contested in court actions. The court decided that funds could not be used for the Stage 1 alignment that was selected as the preferred alternative. In November 2002, voters in Hayward passed Measure U to: overturn a previous measure that directed the City to proceed with actions to implement the Bypass; revise the General Plan; and pursue an alternative project. The alternative project likely includes the widening of Foothill and Mission Boulevards from City Center Drive to Harder Road to create an additional travel lane. A grade separation will be constructed at the Mission-Foothill-Jackson intersection. Moreover, an additional travel lane will be provided between I-580 and Industrial Parkway by removing parking during the peak hours. ACTIA dropped its appeal of the court decision in January 2003.

4. Industrial Parkway Upgrade

This project, which is south of the I-880/Route 92 interchange, upgrades the I-880/Industrial Parkway interchange and includes a northbound I-880 off-ramp to Industrial Parkway. The project improves safety and traffic circulation on Industrial Boulevard, and relieves congestion further south at the I-880/Whipple Road interchange. The project is included in Tier 3 of Alameda's Countywide Transportation Plan, but is unlikely to be constructed in the near future.

5. I-880 Intermodal Corridor Study

The Alameda County Congestion Management Agency has completed the I-880 Intermodal Corridor study, which identified ways of relieving congestion on I-880 and improving access to and from the Metropolitan Oakland International Airport and Alameda Island. Phase 1 of the Study, completed in June 1997, defined corridor problems and identified issues and opportunities. Phase 2, to prepare the Corridor Investment Plan/Strategic Plan, was completed in January 2000 and identified a fiscally constrained Strategic Plan consisting of projects and programs, which included the I-880/SR 92 Interchange Reconstruction Project as a baseline project.

Other projects identified in the I-880 Strategic Plan are currently being studied or implemented.

6. Route 238-Mission Boulevard Spot Widenings

The concept of this Caltrans project was the widening of Mission Boulevard to six lanes from Industrial Parkway to Route 84. This project was included in Alameda County's Measure B Expenditure Plan, but funding constraints have resulted in a downscoping of the project to spot improvements at the intersections of Mission Boulevard with Mowry Avenue and Niles Canyon Road in Fremont, Decoto and Whipple Roads in Union City, and Industrial Parkway in Hayward. The project was separated into three construction contracts. The first construction contract—pertaining to the improvements in Union City—was awarded in May 2000 and is nearly complete except for the reestablishment of landscaping (April 2003). The second contract, for improvements in Hayward, was awarded in June 2001 and is expected to be completed in July 2003. The construction contract for improvements in Fremont was awarded in March 2002 and is expected to be completed in May 2005.

7. Route 84 Improvements

This is another Alameda County Measure B Expenditure Plan project. The purpose of this project is to provide a more direct connection of Route 84 between I-880 and Route 238/Mission Boulevard. As with the above Mission Boulevard Improvements Project, this project is to the south of the I-880/Route 92 interchange. It is included in the 2001 RTP. A Final EIS/R for this project was completed in 2002. The Federal Highway Administration has not yet issued a Record of Decision for the project.

8. City of Hayward Industrial Assessment District

The City of Hayward's Circulation Element in the General Plan lists proposed improvements to streets to the west of the I-880/Route 92 interchange. A portion of the funding for these improvements comes from Alameda County Measure B. These improvements include:

- the Whitesell/Clawiter interchange at Route 92, which removes the existing northeast quadrant loop ramp, and provides a connector between southbound Clawiter Road and westbound Route 92, a new overcrossing of Route 92 at

Whitesell Drive, and a new ramp from westbound Route 92 to northbound Whitesell Drive (this portion of the project is in the preliminary engineering and environmental phase)
- Whitesell Street extension
- West A Street extension from Hesperian Boulevard to Corsair Boulevard
- traffic signals at the intersection Whitesell Drive and Breakwater Avenue
- Arden Road (completed) and Baumberg Avenue improvements

9. I-238 Widening Project

The Caltrans I-238 Widening Project widens I-238 between I-880 and A Street in Hayward from four to six lanes. This project also adds auxiliary lanes on I-880 south of I-238. These improvements provide additional capacity, reduce congestion and delays, and enhance safety on I-238. The project would be within the existing right-of-way. Funding sources for the project include Alameda County 2000 Measure B and the State Transportation Improvement Program (STIP). An Initial Study (IS)/Environmental Assessment (EA) is currently being prepared for this project.

1.3.2 Required Federal, State, and Local Actions

The project currently qualifies for a Nationwide Permit Number 14 from the U.S. Army Corps of Engineers (ACOE) for the impacts to the wetlands. Other agreements/actions that are needed include:

- Bay Area Toll Authority approval of Regional Measure 1 toll funds for the project
- California Transportation Commission approval of resolution of necessity for properties, if any, that are to be acquired by condemnation
- Metropolitan Transportation Commission (MTC) review of the project for air quality conformity with the RTP, the Transportation Improvement Program (TIP), and emissions budgets in the Bay Area component of the State Implementation Plan
- Alameda County Transportation Authority approval of Measure B funds for the project
- Regional Water Quality Control Board, San Francisco Bay Region (2) certification that discharges to waters will comply with effluent limitations, water quality effluent limitations, water quality standards, national standards of

performance, and toxic/pretreatment effluent standards pursuant to Section 401 of the Federal Water Pollution Control Act as amended by the Clean Water Act and subsequent amendments

- Regional Water Quality Control Board, San Francisco Bay Region (2) verification of compliance with Caltrans Statewide National Pollution Discharge Elimination System (NPDES) permit (Order No. 99-06-DWQ) pursuant to Section 402 of the Federal Water Pollution Control Act as amended by the Clean Water Act and subsequent amendments